HSINKING

CAPITAL OF MANCHOUKUO

SOUTH MANCHURIA RAILWAY

HSINKING

—1933—

SOUTH MANCHURIA RAILWAY CO.
DAIREN

AERIAL VIEW OF S.M.R. ZONE, HSINKING

HSINKING

—1933—

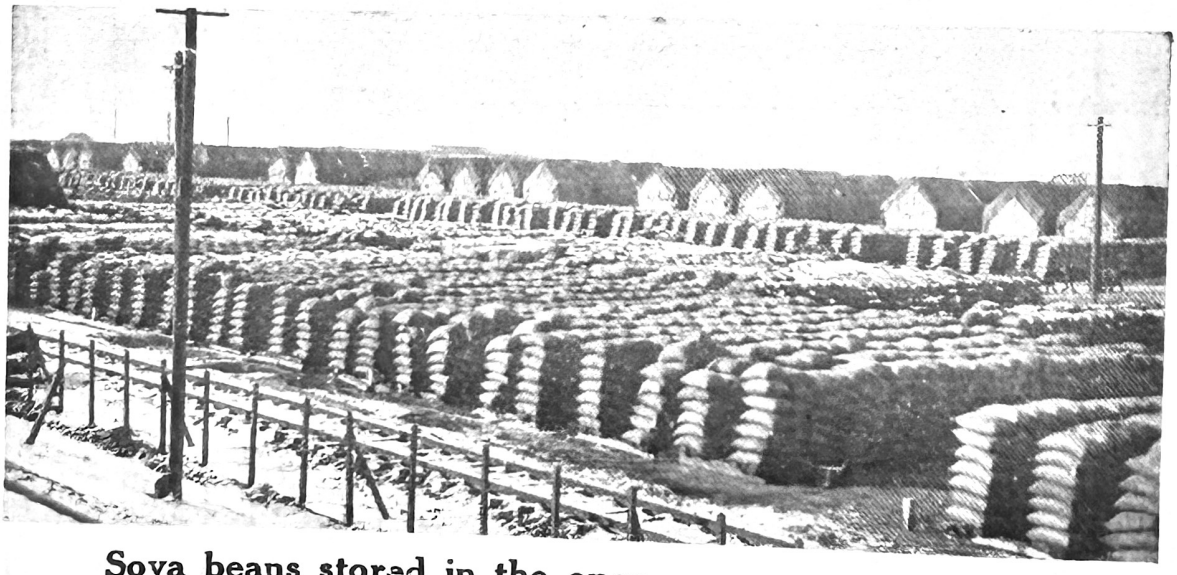
SITUATION. Hsinking is situated at the northern terminus of the South Manchuria Railway, 701.4 kilometres from Dairen and 214.4 metres above the sea level. The vast plain of North Manchuria lying within the drainage of the river Sungari, extends to the north from the neighbourhood of Hsinking, and commands a distant view of Shihpei mountain range far towards the south-east. The I-tung river associated with the historic event at Wanpaoshan flows northward through the eastern part of the city and enters into the river Sungari, joining with the Yin-ma river. It is shallow and not navigable.

CHANGCHUN WAS RENAMED "HSINKING". The city was called Changchun until quite recently. On March 9, 1932 with the establishment of Manchoukuo by the voluntary will of 30,000,000 inhabitants, it was made the capital as well as the seat of the new government under the able Chief Executive Mr. Pu-yi, and the name was changed into "Hsinking". It has a promising future, as the new government is endeavouring to consolidate its foundation with an irresistibly high spirit that had accomplished such a wonderful historical innovation of establishing an independent state inspired by a lofty idea of perpetuating the peace in the Far East. In September, 1932 the Japanese Empire took the lead of all other nations in recognizing "Manchoukuo" and effected the removal of the Special Envoy's Quarters and Kuantung Army Head Quarters to Hsinking, and wherein established a Consulate-General and other important organs, verifying the friendly relations between Japan and Manchoukuo. The new government is now contemplating an extensive city construction embracing 2,000,000 population, on completion of

which Hsinking will present a gorgeous modern foreign-style city as a center of political, economic, and traffic activities.

"CITY OF BEANS". Hsinking is not only the Junction point of international traffic by virtue of its converging the South Manchuria Railway, Hsinking-Kirin-Tunhua Railway and Chinese Eastern Railway, but forms an important link between Asia and Europe, and, moreover, on completion of Tunhua-Tumenchiangan line now under construction, which will extend traffic as far as the North-Chosen ports, its importance will further be augmented economically. Furthermore, on account of its having a fertile plain and forest zone in the back-ground, which may be justly called the granery of Manchuria, it occupies the most prominent position in Middle Manchuria as an accumulating and a distributing centre of staple products and timbers as well as a distributing point of foreign goods which are chiefly consumed in Harbin, Kirin and other neighbouring places.

Hsinking is pertinently denominated as "City of Beans" owing to its large volume of trade in beans and other agricaltural products. The figure during recent one year showing import and export trades, is estimated at ¥10,000,000.00 in the export goods of 198,000 kilograms, of which beans, kaoliang, bean cake, millet and corn constitute the main part, and ¥60,000,000.00 in the import articles of 428,000 kilograms, of which coal, salt, cotton yarn, cotton



Soya beans stored in the open

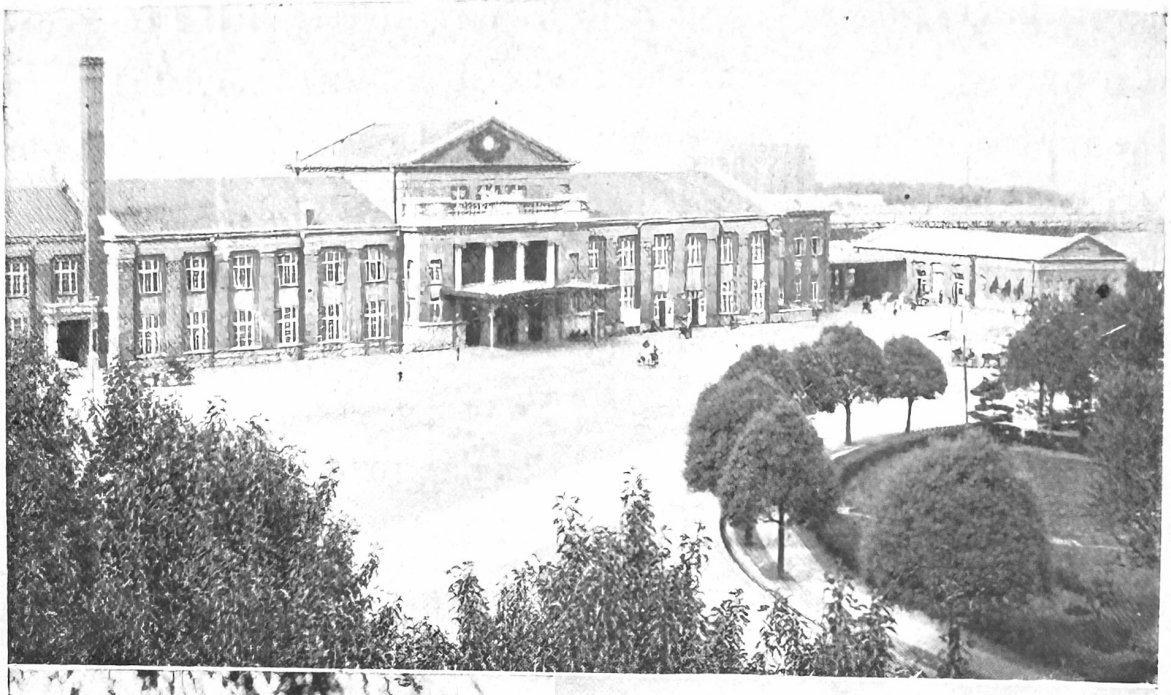
tissue, petroleum and tobacco occupy the greater portion. It will have a bright prospect as an industrial city in case of the construction work of the source of the I-tung river being completed, since the various industrial enterprises are on the tendency of arising in Manchoukuo encouraged by the geographical advantage and traffic facilities.

HISTORICAL REVIEW. The origin of the city dates back not so far, it was only over one hundred years ago. Until that time, the region was a mere pasture land belonging to the Banner of Mongolian Koruras, wherein Hans established a town called Changchunpu, 7 kilometres north of the present city. In the 5th year of Tao-kuang of Ching dynasty, Changchun Prefectural Office was established in the walled compound. Thence, it was called Changchun remaining a lone town till the advent of Manchoukuo. In 1899, with the completion of the southern section of the Chinese Eastern Railway and Kuanchengtsu station, constructed in accordance with the treaty between China and Russia, its economical value came to be recognized, which caused a marked increase of the population reaching 70,000 in number. Subsequently, in 1904 under the peace treaty between Japan and Russia, the railway line south of Changchun was taken over by Japan who established the South Manchuria Railway Company and bought up the uncultivated area between the Walled Town and Kuanchengtsu, which was constructed to the present S.M.R. Zone.

On the other hand, the Chinese Government framed a Foreign Settlement between the S.M.R. Zone and the Walled Town, and around the S.M.R. Zone according to the Peking treaty in 1908. Immigration was encouraged which, favoured by the geographical advantage, brought a wonderful prosperity to this place. Thus, the present large city came into existence, comprising of the Walled Town, Leased Territory and Foreign Settlement.

The population of the city for the year ending the 30th September, 1932 is estimated at 37,800 in the S.M.R. Zone, of

S. M. R. Hsink'ng Station



Chuo-dori

Nihonbashi-dori

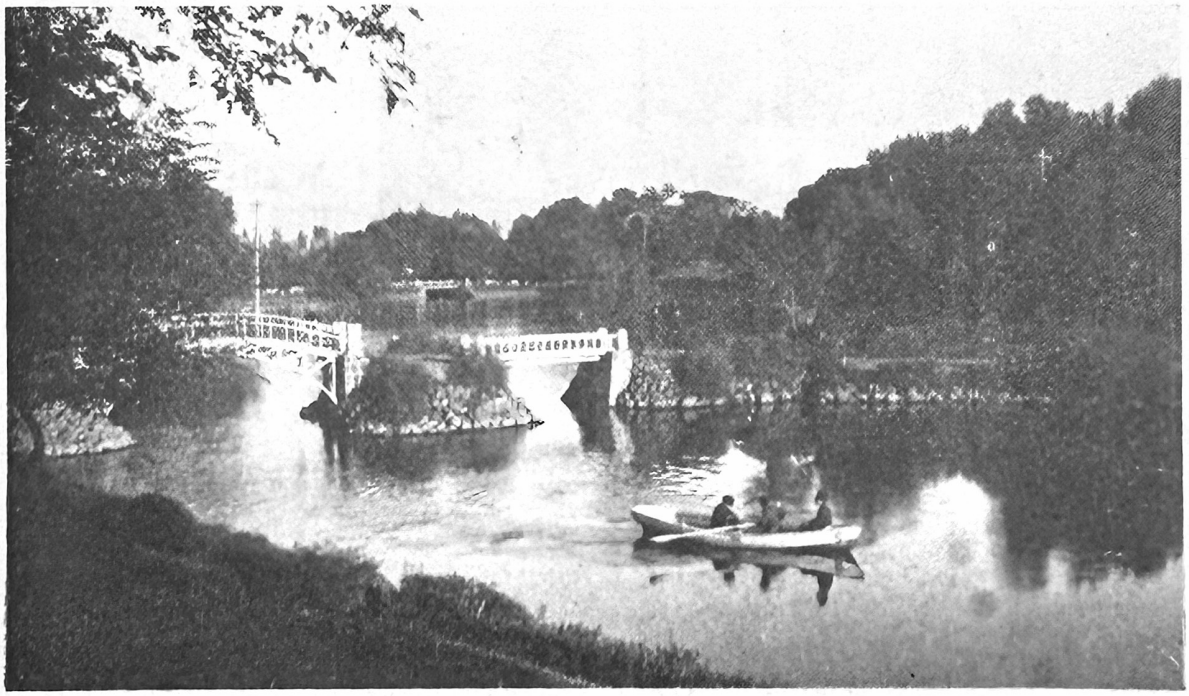
whom Japanese 16,450 including 2,400 of Chosenese, Manchoukuo people 20,900 and other nationalities 450, and 106,600 in the Walled Town and Foreign Settlement.

THE S.M.R. ZONE occupies a large area of 23,175,900 square metres including airdrome, parade ground and government premises, lying at the northern extremity of the South Manchuria Railway line, and is popularly called "Toutaokou" among the Manchoukuo people. In August, 1910, it was expropriated by the late Baron Goto, then the president of the South Manchuria Railway Company. With the completion of railway connections and along with the progress of the city plan, large elegant edifices were built by a purely Japanese hand.

From the plaza in front of the Station radiate Chuo-dori, Nihonbashi-dori and Shikishima-dori, all lined with side-trees. The city is well arranged with blocks of 96 metres by 192 metres having the East Circle and South Circle. On the west side of Chuo-dori are located government offices, schools and staffs' residences, and the east side and the northern part of the railway are apportioned for commercial, industrial and wharf sections, among which Yoshino-machi and Nihonbashi-dori are most flourishing.

Hsinking Station can be compared with Mukden Station in the grandeur of its building and the vastness of its compound, and it presents an international aspect owing to its being the junction point of the Chinese-Eastern Railway, Hsinking-Kirin-Tunhua Railway and South Manchuria Railway. Tourists can be reached in 3 hours to Kirin, 8 hours to Tunhua and Harbin respectively, 5 hours to Mukden, about 11 hours to Dairen.

NISHI-KOEN (WEST PARK) lies at the end of Chuo-dori in the S.M.R. Zone, occupying an area of 1,122,000 square metres, and owned by the South Manchuria Railway. It was constructed in 1916, and is the largest recreation ground in Hsinking, covered with verdurous woods, and provided with modern designs, wherein are pond, flower bed, green house, fountain, rest house, zo, baseball



Nishi-koen (West Park)

ground, stadium, swiming pool, golf rinks and play ground. In summer, there are seen many boats paddling on the pond, and in winter skii-playing. It is also a delightful sight to see Japanese, Russians and Manchoukuo people roaming about in the park in light humour. There stands a monument of Japanese soldiers who gave their lives at the Kuan-cheng-tzu Incident in July, 1919.

THE FOREIGN SETTLEMENT occupies an area between the North Gate of the Walled Town and the S.M.R. Zone. It is a flourishing business section with well-constructed roads and large brick-built stores, and where are found 2 large markets, theatres and Japanese Consulate-General. However, its prosperity was brought about with the establishment of the Industrial Development Company in 1911 under the auspices of the governor, with stock holders of wealthy merchants and high officials.

THE WALLED TOWN was originally encircled by a lofty wall of irregular oblong shape, 4.5 metres high and 9.1 kilometres in circumference with 9 gates for entrance in order to defend bandit raid, and which was built in 1866 by the contributions of the citizens. The greater portion of the wall was, however, destroyed, and its boundary has somewhat become obscure. The main streets are Pei-ta-kai and Nan-ta-kai thronged always with

Walled Town

Scene outside Wall

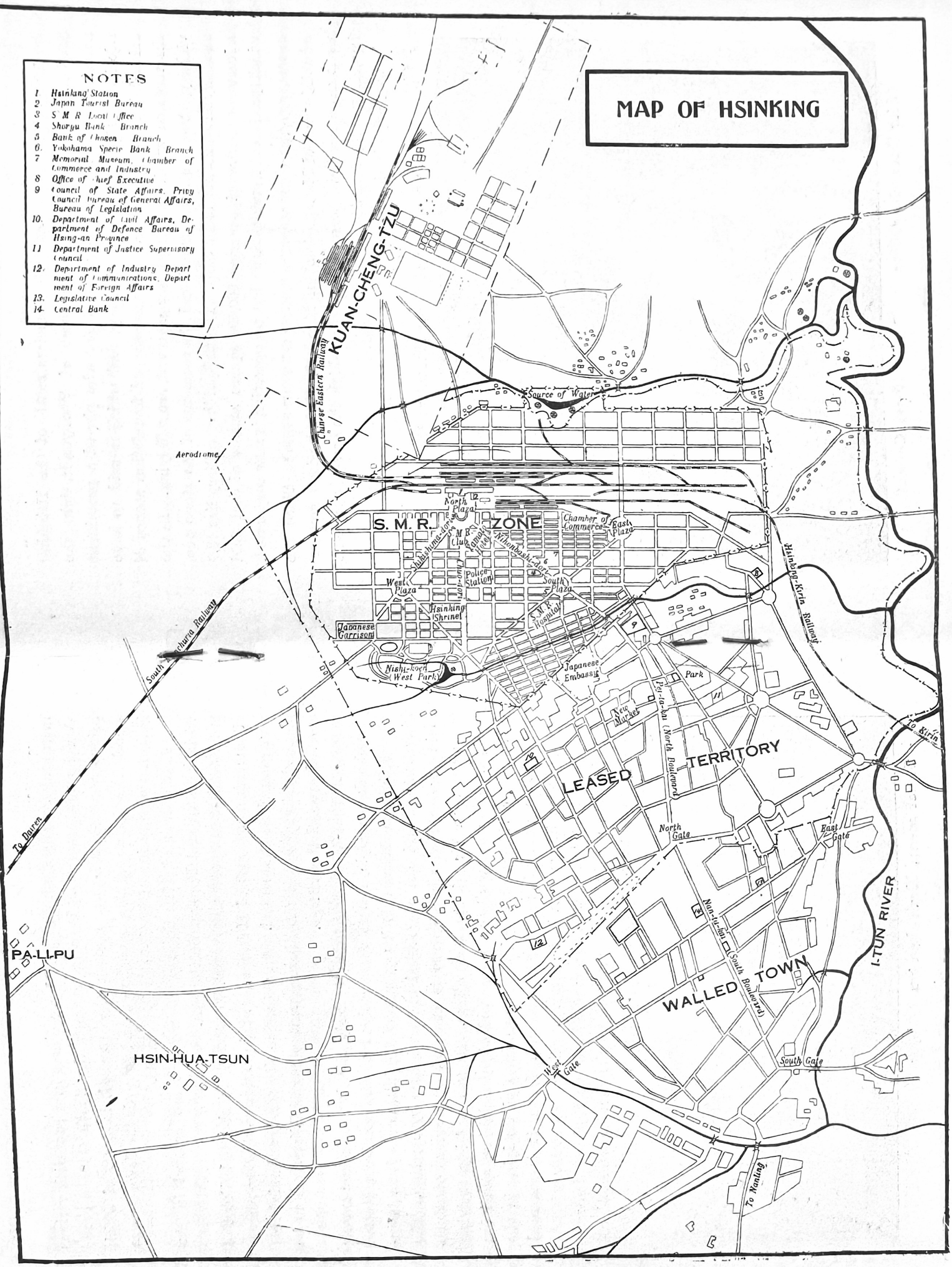
men and carriages, where stand large stores in a row with various sign boards hung up. Passing through the South Gate, a crude bridge across the I-tung river can be reached, in front of which stands the shrine of Emperor Kan-u, and towards the down stream is seen the remains of Kudi-hsing-lou temple.

The offices of Manchoukuo government are erected in the Walled Town and Foreign Settlement.

HSIU-HUA-TSUN (VILLAGE OF APRICOT) is situated about 4 kilometres southwest of Hsinking, an unique flower-viewing recreation ground in the capital. An extensive city construction is being planned, along which the Government office buildings are to be erected around the village.

KUAN-CHENG-TZU which is popularly called Erh-tao-kou among Manchoukuo people, lies at the terminus of the southern section of the Chinese-Eastern Railway, about 2.7 kilometres from Hsinking Station, and can be reached in 15 minutes by carriage. The main portion of the inhabitants is Russian, on account of which it presents an air of Russian village. It was a fairly thriving town, until its prosperity was deprived of by Hsinking, remaining now a poor village. Nevertheless, by virtue of its lying in the traffic route connecting Soviet Russia with Japan, it is regarded as a point of international importance. There are Railway Club, Russian school and church. It was a battle-field where Japanese army fought severely at the outbreak of the Manchurian Incident, and visitors never cease to be seen.

Street scene, Kuan-chen-tzu

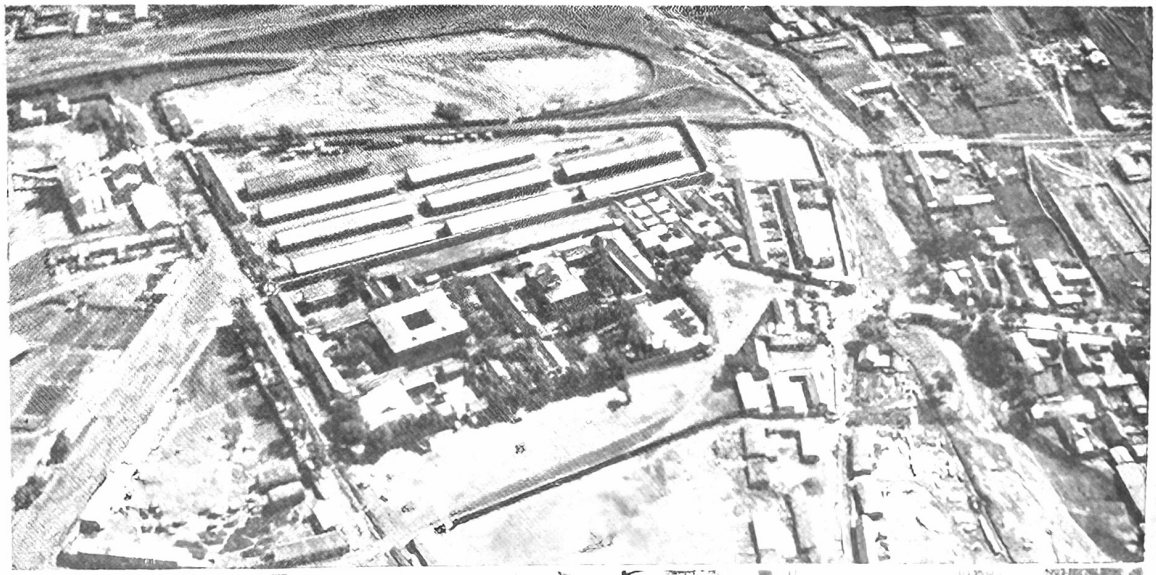

MAP OF HSINKING
NOTES
1 Hsinkang Station
2 Japan Tourist Bureau
3 S. M. R. Local Office
4 Shunyu Bank Branch
5 Bank of Chosen Branch
6. Yokohama Specie Bank Branch
7 Memorial Museum, Chamber of Commerce and Industry
8 Office of Chief Executive
9 Council of State Affairs, Privy Council Bureau of General Affairs, Bureau of Legislation
10. Department of Civil Affairs, Department of Defence Bureau of Hsing-an Province
11 Department of Justice Supervisory Council
12. Department of Industry Department of Communications, Department of Foreign Affairs
13. Legislative Council
14. Central Bank
KUAN-CHENG-TZU
Chun-se Eastern Railway
Source of Water
Aerodrome
North Plaza
S. M. R. ZONE
Chamber of Commerce
East Plaza
S. M. R. Club
Police Station
West Plaza
South Plaza
Hsinking Shrine
S. M. R. Hospital
Japanese Garrison
Nishi-koen (West Park)
Japanese Embassy
Park
New Market
Pei-ta-kai (North Boulevard)
LEASED TERRITORY
Hsinking-Kirin Railway
To Kirin
South Changchun Railway
To Darien
North Gate
East Gate
Nan-ta-kai (South Boulevard)
WALLED TOWN
I-TUN RIVER
PA-LI-PU
HSIN-HUA-TSUN
West Gate
South Gate
To Nanling

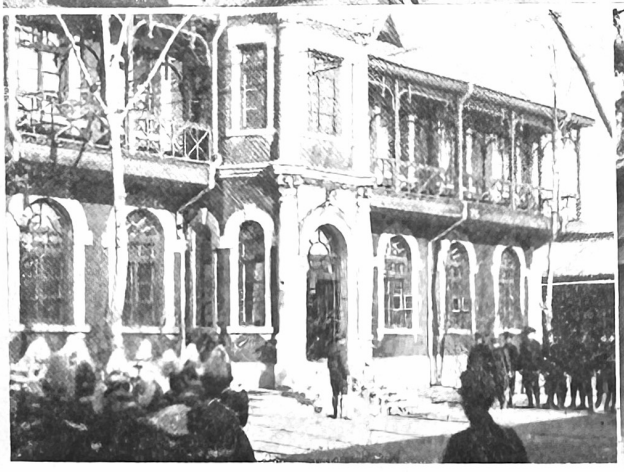
SHIH-PEI-LING is located 11.7 kilometres south of the Hsinking Station. There lies an ancient tomb of Wan-yen-lu-shih, the notorious courtier of the war lord Chin, who played a prominent role in establishing the Chin dynasty, and which is said to have existed from 800 years ago. 2 tortoise-shaped foundation stones of the tomb on which an epitaph was engraved, are still lying. In the vicinity, there are sometimes found the remnants of the stone age, such as stone-axe and stone-bard. The Shi-pei-ling colliery lies 13.7 kilometres southward covering 660,000 square metres of coal field which produces bituminus coal; but its operation is now suspended.

ORGANIZATION OF MANCHOUKUO GOVERNMENT. Since the establishment of Manchoukuo on March 1, 1932, various government machines have been set up, with which the new government is executing its function capably.

The organization is as follows:

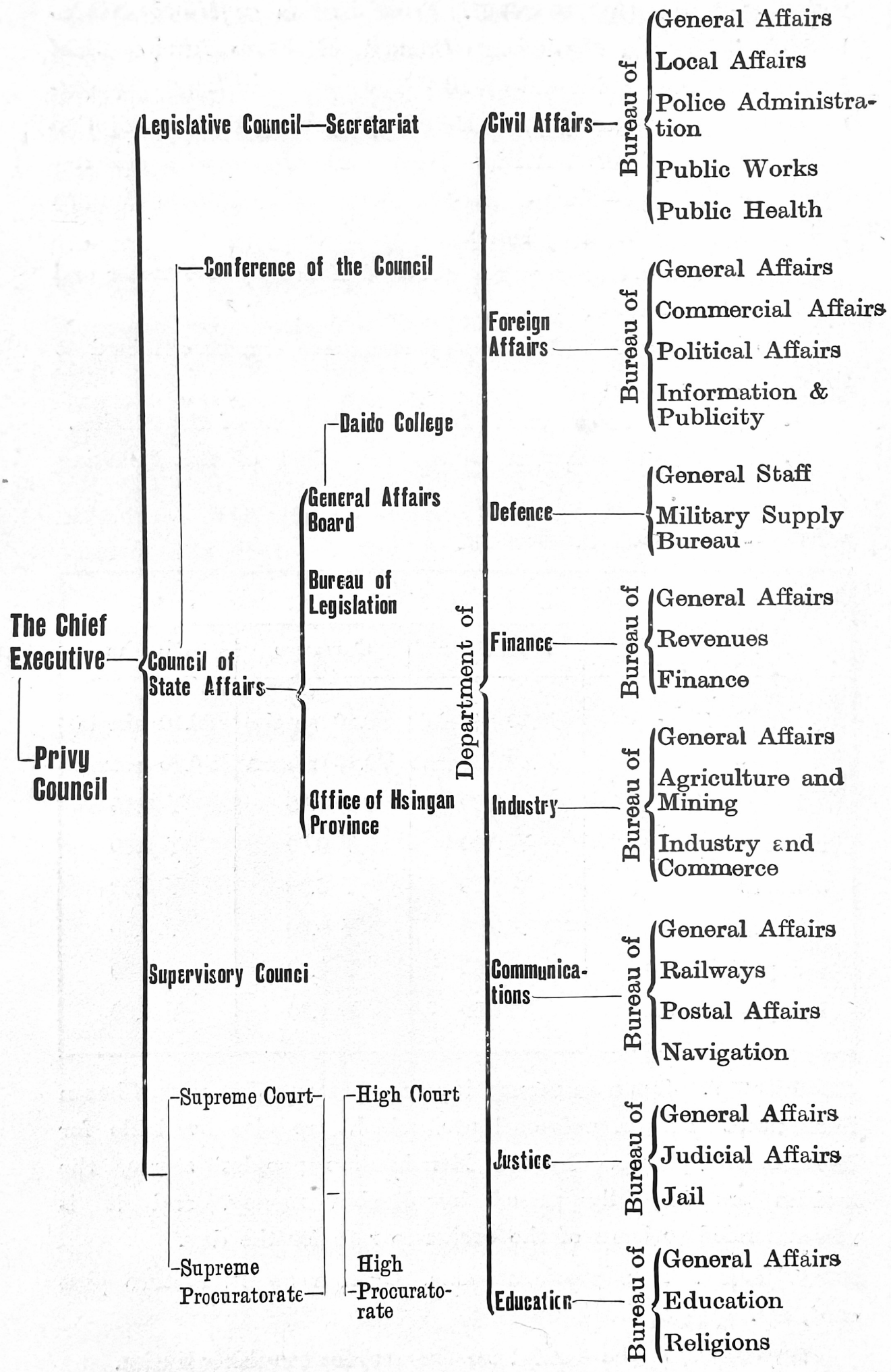
Bird's-eye view of Chief Executive Office





Chief Executive Office

Privy Council


The Chief Executive
Privy Council
Legislative Council—Secretariat
Council of State Affairs
—Conference of the Council
—Daido College
General Affairs Board
Bureau of Legislation
Office of Hsingan Province
Supervisory Counci
—Supreme Court—High Court
—Supreme Procuratorate—High Procurato-rate
Department of
Civil Affairs—Bureau of
General Affairs
Local Affairs
Police Administration
Public Works
Public Health
Foreign Affairs—Bureau of
General Affairs
Commercial Affairs
Political Affairs
Information & Publicity
Defence—
General Staff
Military Supply Bureau
Finance—Bureau of
General Affairs
Revenues
Finance
Industry—Bureau of
General Affairs
Agriculture and Mining
Industry and Commerce
Communica-tions—Bureau of
General Affairs
Railways
Postal Affairs
Navigation
Justice—Bureau of
General Affairs
Judicial Affairs
Jail
Education—Bureau of
General Affairs
Education
Religions

SIGHT-SEEING PROGRAMME. From Station or Hotel—Nihon-bashi-dori—Foreign Settlement—Council of State Affairs—Chief Executive Office—Pei-ta-kai—Walled Town—Central Bank – Department of Finance – Nan-ling Battle-field—Manchoukuo Police Station —Department of Civil Affairs—West Park—Japanese Garrison—Japanese Embassy—Kuan-cheng-tzu Battle-field—Chinese Eastern Railway Club – Station or Hotel.

Above sight-seeing requires about 3 hours by motor-car and 4½ hours by carriage.

The information and necessary assistance can be obtained at the following offices:

1. Japan Tourist Bureau (Tel. 3393), in front of the Station.
2. Railway Information Office (Tel. 3276), of the Hsinking Station.

MOTOR-CAR AND CARRIAGE.

Section	Fare		
	Motor car	Carriage	Rikisha
Within S. M. R. Zone	¥0.50 (single)	¥0.10 (single)	¥0.10 (single)
„	¥1.50 (return)	¥0.15 (return)	¥0.20 (return)
1 hour	¥ 3.00	¥ 0.15	¥ 0.15
2 hours	¥ 6.00	¥ 0.30	¥ 0.30
3 hours	¥ 7.50	¥ 0.50	¥ 0.50
4 hours	¥ 9.00	¥ 0.60	¥ 0.60
½ day (5 hours)	¥10.00	¥ 0.70	¥ 0.60
1 day (10 hours)	¥20.00	¥ 1.30	¥ 1.00

CURRENCY. Japanese money is current among Japanese, Chosen Bank notes being in universal use, which are also available for Manchoukuo people. In the Manchoukuo peoples' stores, the articles are generally priced by Harbin money, and it is recommended to learn of the exchange rate for the day.

SOUVENIRS. Fur, precious stone, Russian sweet, picture post card, etc.

Buyers should be careful for the articles requiring duties.

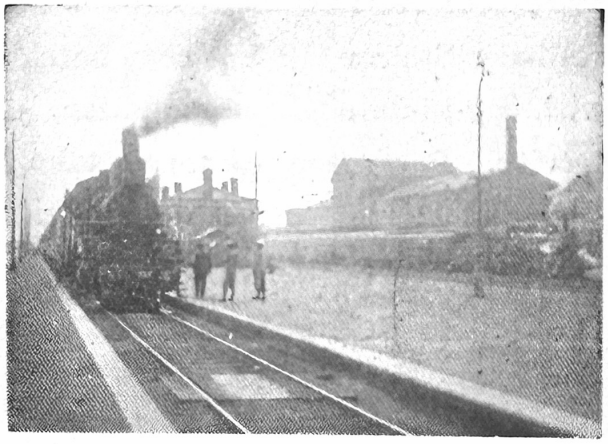
RESTAURANTS OF CHINESE STYLE. Pin-yen-lou (Yamato-dori), I-hsin-lou (Yamato-dori), Ta-lu-chun-fan (Yamato-dori).

CINEMA SHOWS. Japanese owned——Yengei-kan (Nihonbashi-dori). Manchoukuo people owned——Hsin-hua-lo-yuan (Nihonbashi-dori).

THEATRES. Japanese owned——Choshun-za (Yoshino-machi). Manchoukuo people owned——Yen-chuen-tsai-yuan (San-ma-lou, Walled Town), Hsin-min-wu-tai (New market, Walled Town), Lung-chun-wu-tai (Ssu-tao-hai, Walled Town).

DANCE HALLS. New Modern (Nihonbashi-dori), Imperial (Nihonbashidori), Hsin-king Hall (San-ma-lou, Walled Town), Capital (Mikasa-cho).

ADVICE FOR THE PASSENGERS TO HARBIN AT HSINKING STATION. The platform of the Chinese Eastern Railway is connected with that of the South Manchuria Railway through a subterranean passage, on which are provided Booking Office, Freight Office and Waiting Room. The Fare is calculated in Manchoukuo Money or Harbin money, and therefore it is convenient to change money at the exchange shop on the platform, which is open 2 hours before trains start. Railway guides of the Japan Tourist Bureau and Hsinking Station will answer the inquiries of the strangers at the platform.



Connecting S.M.R. with C.E.R.

ADVICE FOR THE PASSENGERS TO KIRIN AND TUNHUA AT HSINKING STATION. The platform of the Hsinking-Kirin-Tunhua Railway is located at a convenient site for changing trains on the S.M.R. platform towards the left side facing the station building. The tickets are sold at the booking office in the waiting room of the S.M.R. Hsinking Station, payment of which should be made by Manchoukuo money or Harbin money, and tourist are required to change money at the exchange shop which is also found in the waiting room.

Yamato Hotel, Hsinking

YAMATO HOTEL is located within 3 minutes' walk from the Railway Station, a quiet cozy hotel, surrounded by spacious garden, with up-to-date accommodation, excellent cuisine and attentive service. Passengers as a rule take advantage of spare time before changing trains for rest and refreshment.

Room Rate

D = Double Room
S = Single Room
B = Bath
V = Veranda

			Room only per day		Board & lodging per day	
			one person G.¥	two persons G.¥	one person G.¥.	two persons G.¥
No. 6	(D)	B.V	13.00	16.50	18.00	26.50
" 7	(D)	B.	12.00	15.50	17.00	25.50
" 2	(D)	V.	7.00	9.50	12.00	19.50
" 3, 4, 5	(D)	V.	7.00	9.00	12.00	19.00
" 11	(2S)	–	5.50	8.00	10.50	18.00
" 9	(2S)	–	5.00	8.00	10.00	18.00
" 14, 15	(D)	V.	5.00	7.00	10.00	17.00
" 1, 8, 10, 12, 21	(2S)	–	5.00	7.00	10.00	17.00
" 16, 18, 22	(2S)	–	4.50	6.50	9.50	16.50
" 17, 19, 23, 24	(S)	–	4.00	—	9.00	—
" 27	(S)	–	3.50	—	8.50	—
" 20, 25, 26	(S)	–	3.00	—	8.00	—

Meals

Breakfast	G.¥ 1.50
Tiffin	„ 2.00
Dinner	„ 2.50

SIEEPING CAR HOTEL at Hsinking Station is successfully managed by the S.M.R. Co. since December 11, 1932 to cope with the large demand of the Hsinking Yamato Hotel, rearranging the interior of the sleeping car. This service will be continued until about August, 1933 when the extension of the Yamato Hotel building will be completed.

Room Rate

Class	Capacity	Number of Guest per day	Charge
I	2 persons	1 person	¥3.50
„	„	2 persons	¥5.00 (berth: upper ¥2.00, lower ¥3.00)
II	„	1 person	¥2.50
„	„	2 persons	¥3.50 (berth: upper ¥1.50, lower ¥2.00)
„	4 persons	1 person	¥3.00
„	„	2 persons	¥5.00
„	„	3 „	¥5.50
„	„	4 „	¥7.00 (berth: upper ¥1.50, lower ¥2.00)

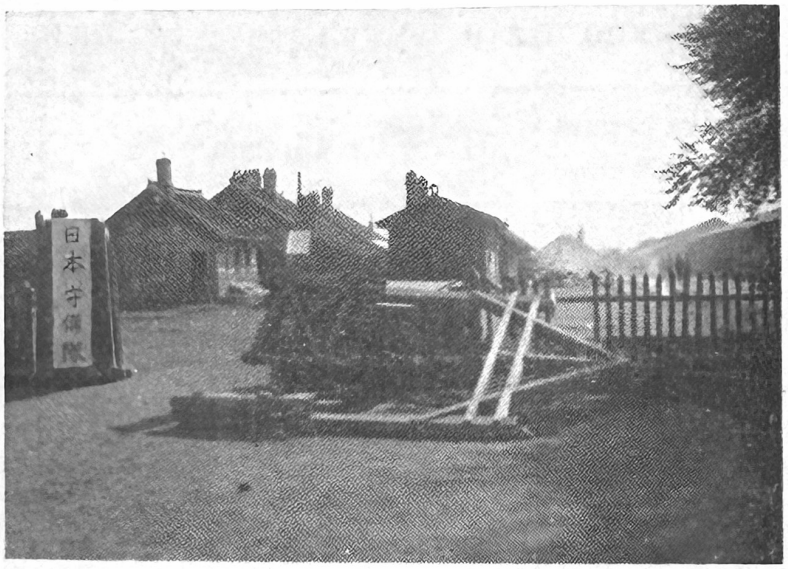
Meals:—Breakfast is served in the Car Hotel, but tiffin and dinner are requested to take at the Hsinking Yamato Hotel.

Manchurian Incident and the battle-fields in the suburbs of Hsinking

The Manchurian Incident was caused by the destruction of the South Manchuria Railway track near Liu-tiao-kou by the Chinese regular soldiers about 10.30 p.m. on September 18, 1931. To cope opportunely with a large Chinese troops, and at the same time to effect a safe guard for the railway as well as the lives and properties of Japanese residents with a very small force at command, it was absolutely necessary for the Japanese side to act swiftly and

forestall the opponent. Especially, Hsinking had to be protected at all costs, as it besides being an important junction point of various railways with a large number of Japanese residents, was exposed to an immediate danger of being attacked by about 5,000 Chinese soldiers who were stationed at the Chinese barracks both at Kuan-cheng-tzu and Nanling.

BATTLE AT KUAN-CHENG-TSU. The Chinese barracks at Kuan-cheng-tzu originally belonged to Russia, which with the downfall of the Russian Empire was taken over by China. Since then, it was placed under the command of the military governor of Kirin with about 650 infantries stationed at the time of the Manchurian Incident. It was constructed of bricks, over 50 centimetres thick, provided with side defence, and which was said to have been impregnable even with a field gun. While the battle at Mukden was still being waged, on September 19, 1931, a Japanese regiment composed of infantry, artillery and machine gun corps took their advance towards Kuan-cheng-tzu under the command of Colonel Oshima. The foremost line of the regiment tried to break into the enemy's barracks with a view to peacefully disarming them who all of a sudden opened a volley and resisted stubbornly. The Japanese army responded it with firm hands and severe firing ensued. At last the Chinese side fell into a confusion and the barracks was completely surrendered.



Kuan-cheng-tzu barracks after Japanese occupation

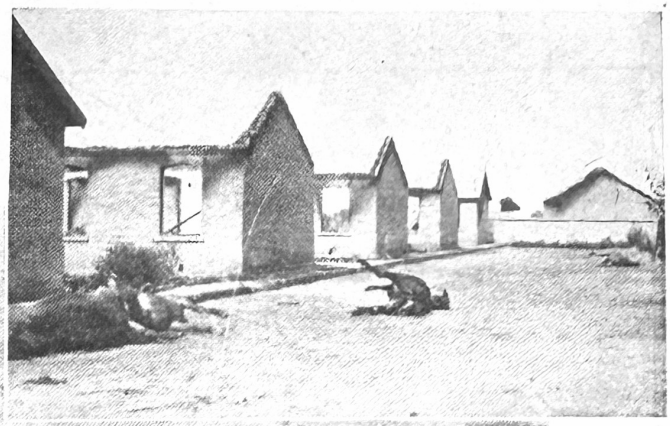
BATTLE AT NAN-LING. The Nan-ling barracks were built about 90 years ago in the period of Chin dynasty, which was afterward extended to the holding capacity of about 10,000 soldiers, wherein,

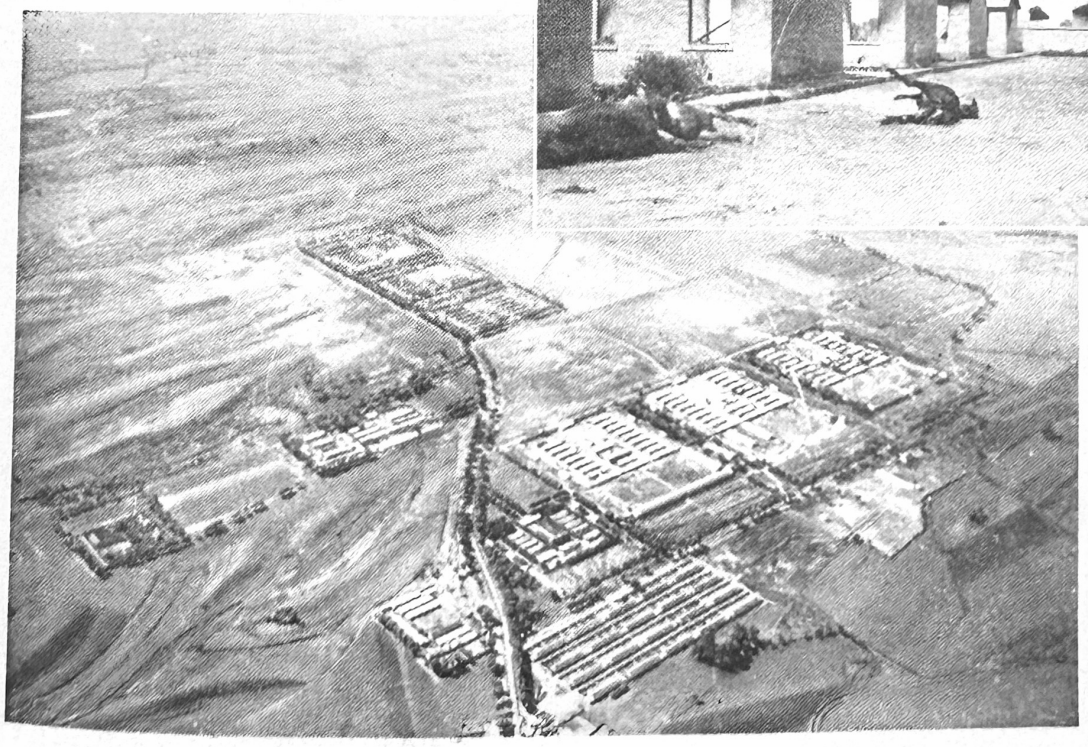
just prior to the Manchurian Incident, were stationed 4,000 Chinese soldiers including infantry, artillery, transport corps and automobile corps, all of them being the picks of the North-Eastern army.

The barracks were of a very modern pattern enclosed by brick-walls, about 3 metres high with loop holes at the upper flank of the walls in which few well-guarded entrance gates were opened.

On September 19, 1931, two Japanese battalions advanced towards Nan-ling in extraordinary high spirits. The road was wrong, and the night was dark. The Japanese troops lost frequently their way, which interrupted the connection between the front line and ensuing lines. At one time they struck against a stream with no bridge, which compelled them to take a round-about route. Thus encountering considerable difficulties, they finally arrived at the point about 200 metres north the barracks at dawn. Japanese companies tried to push into the barracks through its gates, which was opposed by the Chinese soldiers with fire without any effects. At this juncture, the Chinese side was reenforced, forcing the Japanese army to retreat to the eastern point of Nan-ling.

Scene after the battle





Aerial view of Nanling barracks

On the other hand, Japanese side was also reenforced and besieged the barracks from the south-eastern direction. A fierce firing was exchanged between them, resulting in the annihilation of almost an entire Japanese company. Despite of this, Japanese side fought all the more bravely and virulently, and kept on advancing, till the Chinese side was quenched down and forced to retreat. Although counter attacks were tried several times by the Chinese side, it resulted in failure, and in the evening the barracks fell completely into the hands of the Japanese army.

DISARMAMENT IN THE WALLED TOWN. Finding the Chinese soldiers, about 300 in number, still remaining in the Walled Town, Japanese army decided to sweep them away, which was, however, given up at the entreaty of the chief police officer, and a peaceful disarming was carried out.

INFORMATION OFFICES

Hsinking.	Japan Tourist Bureau, Just at the front of the station. Tel. 1393.
Tokyo.	S. M. R. Information Office, 1st floor of Marunouchi Building. Tel. (23) 3131-3135.
Osaka.	S. M. R. Information Office, Sakaisuji, Higashiku. Tel. Honmachi 1700-1701.
Shimonoseki.	S. M. R. Information Office, Just at the front of the station. Tel. 1902.

8年4月（營業課宣傳係）8,000印刷

1933